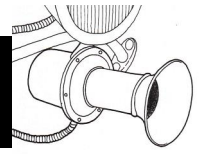
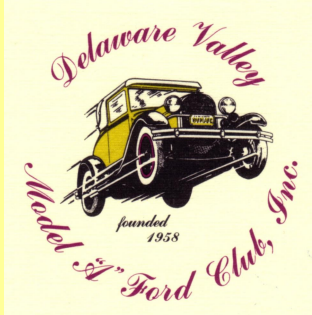




THE KLAXON



June 2016



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And much more in this issue.....

**The Newsletter of the
Delaware Valley Model A Ford Club, Inc.
Founded in 1958**

Who are we:

The Klaxon is the monthly newsletter of the Delaware Valley Model "A" Ford Club, Inc. and is circulated to all club members and other interested clubs. The club meets on the first Thursday of each month at 7:30pm at Daley's Service Center, 2749 Bristol Pike, Bensalem, PA 19020.

If you wish to contribute articles for publication in the Klaxon please do so by submitting them to the editor Jim Maier. Other pertinent information can be obtained from the officers.

Technical and historical questions are encouraged and we'll do our best to get the answers. Questions can be submitted via E-Mail at: M2116x6@comcast.net.

Club Officers

President – Ted Kulesza	215-901-4305
Vice President – Joe Chamberlain	215-385-4989
Secretary – Don Fortune	215-698-1256
Treasurer – Don O'Hara	215-338-6368
Editor - Jim Maier	267-918-2078
National Director – Mike Etling	610-505-4504
Activities/Parades – Ted Etling	215-802-8622

<http://www.dvmafc.org/>

Up Coming Events

6/2/2016 Monthly Meeting at Daley's
Service Center

Happy Birthdays for

June 2016!

If we missed your birthday please let the
editor know

Lou Penn	5th
Daisey Chamberlain	9th
Ted Kulesza	15th
Mary Ann Megonigle	17th
Bill Griffith	21st
Ted Etling	24th

President's Message



Greetings:

Greetings: Our may meeting was one of the biggest ever. It was great . Bill Grun, a member since 1962 gave a brief history of our club. He was joined by Ted Etling 1965 and Jack Fritsch 1958.

They all told some interesting stories of how our club in the early days was formed and the places that our meetings were held. John Schaefer gave a tech talk about fire extinguisher placement in our model "A"s. We watched a DVD about timing our model "A". Don Mannherz spoke about our upcoming tour to the Boyertown Car and Truck Museum on May 19th. On that date we had eight Model "A" and 1 modern car who made the tour. We had great weather, good friendship and an interesting car and truck museum. Don't forget the Memorial Day Parade coming up. Also the Holy Nativity Strawberry Festival in Rockledge on June 4th and the Veterans Home on June 16th.

All the best,

Ted

Editor's Message



Hello everyone:

On the 19th our club did a tour to the Boyertown Antique Car & Truck Museum. Billy Long sent me a report that 8 Model "A"s and one modern car joined the tour. Afterwards, they went to Saville's Diner for lunch followed by a trip to The Peppermint Stick Candy Store. This sounds like a very nice day.

With the summer heat upon us, please make sure that the cooling system in your car is in top notch condition. Check the coolant level, belt tension, fan blade and water pump. This issue of the Klaxon has an article reprint on the different versions of the lower coolant pipe used on our cars.

See you on the 2nd! *Jim*



UPCOMING LOCAL AUTO RELATED EVENTS

From Hemmings Motor News and other sources

See enclosed club event listing for our club events

Motors For Music Auto Show

June 05, 2016 10am - 2 pm

The Central Bucks Instrumental Music Parents Association CBSIMPA will be holding our 2016 Motors For Music Auto Show on June 5 at Fonthill Park in Doylestown, PA. This is an open event for all vehicles cars and motorcycles 25 years and older as well as exotics/modified late-model cars. Pre-registered participants receive a t-shirt. All participants have access to our hospitality tent with complimentary breakfast. This will be a judged event with awards to top 3 in each class as well as a Best In Show. We look forward to a lovely Spring day filled with cars, music, and the beautiful surroundings of Fonthill Castle and the Moravian Tile Works. Come out to this special venue and help us continue to support the instrumental music programs of Central Bucks High School South.

Langhorne Borough's 10th Annual Car Show

June 11, 2016 3pm - 8pm

Run by the Langhorne Borough Business Association

Maple Avenue between Pine Street and Hill Ave. Enter from Bellevue Ave.

Further Info: Phone 215-750-3630 or www.LBBA.info

The Elegance at Hershey

June 10 to June 12, 2016

The Elegance at Hershey is a celebration of a bygone era when the automobile stirred our imaginations and quickened our hearts. Established in 2010, The Elegance has donated more than \$800,000 to its three charities, JDRF Juvenile Diabetes Research Foundation, the AACA Museum and the AACA Library & Research Center. Activities include: The Grand Ascent... Enjoy the thrill of 40+ vintage race cars charging up the historic Hershey Hill in a timed competition The Finest Automobile Auction... Spectacular NEW event this year A world-class auction featuring exemplary, rarely seen collector cars specifically chosen for this event Concorso Bizarro... This unusual car show brings together those mechanical misfits, automotive abhorrences and the just plain tacky in this fun event The Elegance... A world-class invitational of more than 70 of the rarest, most spectacular collector cars on display throughout the gardens of The Hotel Hershey.

Location:

The Hotel Hershey, 100 Hotel Road
Hershey PA, 17033

Cost: \$10-30 pp, depending on day attending

To Register: call Don Stabilito at 717-534-1910

Delaware Valley Model A Ford Club 2016 Yearly Calendar of Events

January

7 – Club Meeting – 7:30pm Daley’s

February

4 – Club Meeting – 7:30pm Daley’s

March

3 – Club Meeting – 7:30pm Daley’s

April

7 – Club Meeting – 7:30pm Daley’s

23 – Hellertown Model A Show

May

5 – Club Meeting – 7:30pm Daley’s

30 – Bensalem / Croydon Parades

June

2 – Club Meeting – 7:30pm Daley’s

4 - Holy Nativity Strawberry Fest in Rockledge

16 - Veterans Home Display

July

4 – Lawncrest Parade – 8:30 Form up

4 – Cheltenham Parade – 11:00 Form up

7 – Club Meeting – 7:30pm Daley’s

9 - Pennypack Woods Parade

August

4 – Club Meeting – 7:30pm Daley’s

September

1 – Club Meeting – 7:30pm Daley’s

10 - International Model A Ford Day

TBD – Club Banquet

October

6 – Club Meeting – 7:30pm Daley’s

5 – 8 – Hershey AACA Meet

November

3 – Club Meeting – 7:30pm Daley’s

TBD – Bristol Township Parade

December

1 – Club Meeting – 7:30pm Daley’s

Please advise the editorial staff of any additional events, as well as any changes.

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Submitted by Donna & John Daley

Why the high consumption on young engines?

One not-so-relevant issue is oil viscosity. Thinner oil is tougher to seal than thicker (0W20 versus 10W40). And carmakers have steadily decreased recommended viscosity to reduce their engines' rotational friction and therefore increase fuel economy. However, current engine technology overcomes the lubrication differential.

Certain manufacturers insist adding a quart of oil in the 1,000-mile range is normal, especially with specific performance and turbocharged engines. This statement is semi-fathomable, maybe, but doesn't explain high oil consumption problems in a large range of non-performance, normally aspirated engine designs.

This all leads back to rotational friction or the force required to rotate an engine at the crankshaft. Leaving compression out of the equation (spark plugs removed), total engine friction includes everywhere a moving part makes contact, along with spring tension. A good example is the rotation of a camshaft. There's friction at the cam bearings, which are lubricated with oil (viscosity-relative), along with the force required to open the valves, which are held closed by valve springs.

Significant contributors to engine friction are piston rings—more than 20 percent of the total. Engineers have been studying this factor for years, trying to find a happy medium to reduce piston ring friction to aid in fuel economy, while keeping them durable enough to withstand a normal engine lifespan under real-world driving conditions.

This is a personal analysis based on up-close experience and shared by many others but typically undisclosed by manufacturers. Engineers simply went over the top reducing piston ring friction (spring tension) to improve fuel economy, but the design does not hold up on-road.

The piston rings' ability to seal motor oil from the combustion chamber is sufficient right out of the box on the dyno, but as normal wear takes place, oil gets by. In several circumstances the oil consumption isn't notable early, but when the excess oil forms carbon deposits on the oil rings (seizing them in the groove) oil consumption goes off the wall.

Another factor has been variable displacement technology, which is available on some vehicles. In low-load light-throttle driving conditions, specific cylinders are shutdown to improve fuel economy. In the process, fuel is turned off while intake and exhaust valves are held closed. The lack of combustion pressure reduces the piston rings' ability to seal, so when that cylinder fires once again, the excess oil adds to the oil ring carbon build up. There are also cases of the ring end gaps on the deactivated cylinders tending to lineup. The combination of the two can lead to such a high volume of consumption that the effected cylinders oil foul sparkplugs. In these cases, drivers experience a rough-running condition from the misfire, a misfire diagnostic trouble code, and the check-engine light illuminating.



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Registration, Indemnity & Tour forms

Club Contact & Hotel Information

Activity List and Highlight Sketches

Early entry is worth doing (it saves you \$\$\$\$\$). Registration postmarked no later than July 1st is just \$52 (per car). After that, it's \$75 (no registrations after August 1st). But even more important, in order to make this event as enjoyable as possible, we are limiting participation to 250 cars. So late registrants may miss seeing the beauty in our little corner of the world and the many Tours we've planned to show it off!

Please note: Cancellations prior to August 1st are subject to a \$20.00 fee. Sorry, no refunds of Registration fees will be granted after August 1st.



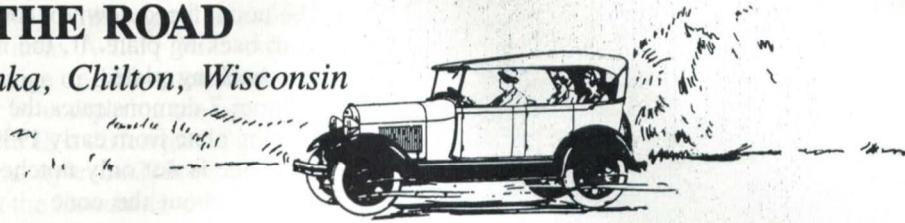
We look forward to seeing you!

Please Note:

The complete info packet for this invite is 15 pages, too many to print here. It is available on our website at www.dvmafc.org or contact the editor for a copy.

ON THE ROAD

By Hans Kalinka, Chilton, Wisconsin



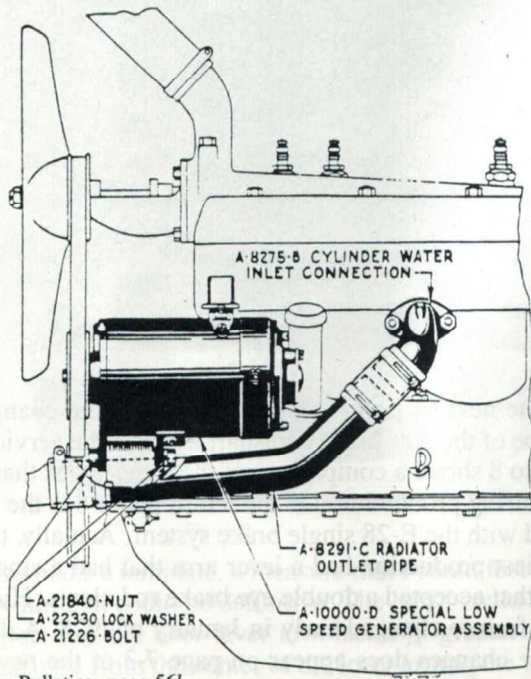
The world is sure looking better these days and for a myriad of reasons. Certainly the relaxation and conclusion of the Desert Storm war has to top the charts. Then along comes spring and the cold white is replaced by gentle green. We even let it rain on the West Coast. Likewise, returning in concert is/are the parts swap meets. The later has to be one of the greatest tonics to combat cabin fever. At the spring Membership Meeting in Grand Rapids, Michigan, the swap tables were quite full. For those that feel "A" parts are gone, they are mistaken. Some parts had the right price. Some new old stock items saw daylight for the first time. Other parts appeared pretty used; the redeeming fact is that when the part is restored, IT WILL FIT!

The first series of photos explores some subtle features on the radiator outlet pipe; part number A-8291. Our *Judging Standards* call this part the water return pipe. The pipe is located directly beneath the generator between the lower outlet of the radiator and the water inlet connection on the side of the engine block. For all intents and purposes, there have always been two styles or shapes of outlet pipes. The A-8291-A was used with the powerhouse generator and found into mid-1929. The second generation pipe, A-8291-B, was then used with the "long" generator from late 1928 through production. However, in May of 1931, according to the *Ford Service Bulletins*, page 561, (283) a third pipe was introduced

to be used with a special low speed generator used on vehicles requiring a higher electrical output, like police vehicles; figure A. The difference in the pipe was in the location of the bend so as to accommodate the different style generators; a feature easily recognizable but NOT pictured. All outlet pipes were between 13" and 14" long. The 1928 "power house" pipe bent at 4" and the drain petcock was located very close to the bottom of the bend. The A-8291-B pipe bend was located at 5" to 6" from the front of the pipe.

Photo 1 exhibits two locations of the drain. The drain on the top pipe is at 2½", while the drain on the lower pipe is at 4". Some other sources of information indicate that the most common drain location is at 3½". I think that this difference is a supplier or sub-contractor variation, and not time related.

Most original water outlet pipes do have a manufacturers (suppliers) logo mark as seen in photo 2; note the arrow pointing at the stamped letters NSI. This marking stood for Noblitt-Sparks of Indianapolis, Indiana. They also marked some pipes with just N-S. I have seen pipes which have a Ford script with or without the oval outline. Some pipes have an engraved "M" for Moore Drop Forge Company of Springfield, Massachusetts. Obviously some markings have been degraded by rust.



Ford Service Bulletins, page 561.

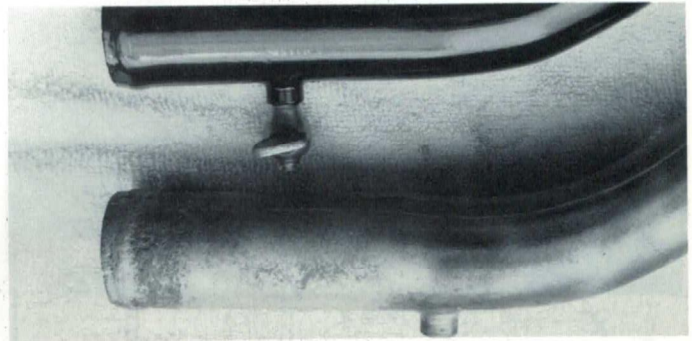


Photo 1.

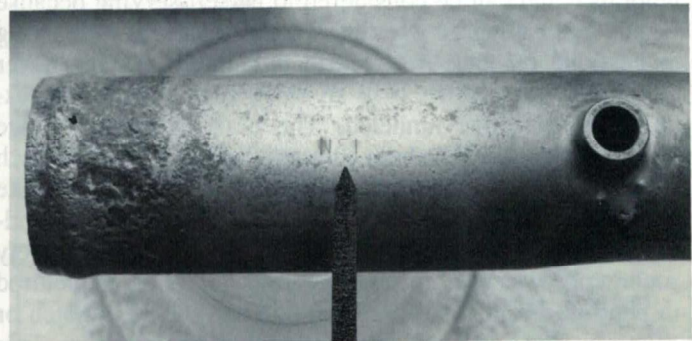


Photo 2.



Photo 3.

Photo 3 shows the welded seam on two 1928-1931 pipes. The lower pipe was welded on the front and had the NSI logo. In photo 4, you can observe a seam that is infolding. Some outlet pipes are welded so skillfully that when restored and refinished, the seam is practically imperceptible. I am told that the judges will feel for a seam since the reproduction outlet pipes are NOT seamed. I am likewise told that this water outlet pipe has a one point value in final judging.



Photo 4.

The next series of three photos came about from my own ignorance and can be considered to be self-serving because I could never visualize what the *Judging Standards* were trying to describe on page 4-6, fourth paragraph. Having never "done" anything other than an early 1928 vehicle, my experience was quite tunneled. The brake adjusting wedge (A-2041) protrudes through a casted cone at the top of each front brake housing plate and on the rear of each rear brake housing plate. This cone acts as a housing for the square ended, cadmium plated, brake adjusting wedge. A completely round cone was used through February of 1929, as pictured in photo 5. From early 1929 through early 1930, a notch or "flat" or step appeared on a side of the cone, photo 6. This notch, on the cone on the front backing plate, gave or allow-

ed for more clearance for the spindle bolt (king pin) head. The notch faced down or toward the road on the cone on the front backing plate. It, the notch, served no purpose on the rear backing plate.

Photo 7 demonstrates the shape of the wedge cone on the backing plate from early 1930 through the end of production. The cone is not only notched, but has a step or radius $\frac{3}{4}$ of the way about the cone.

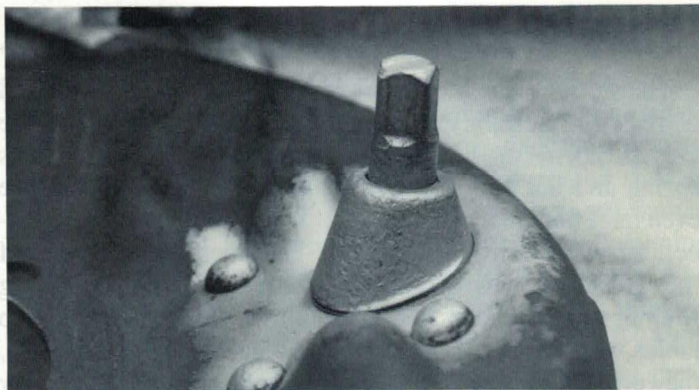


Photo 5.

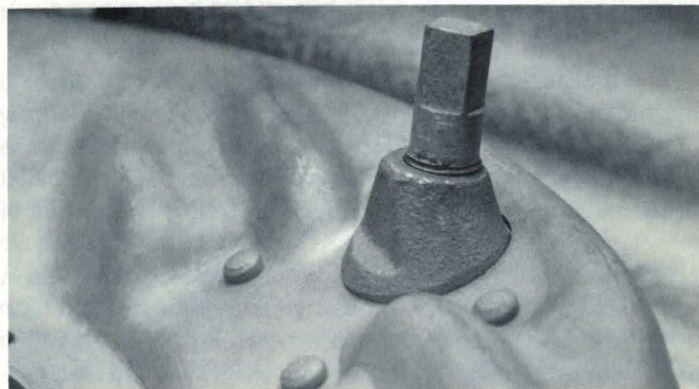


Photo 6.

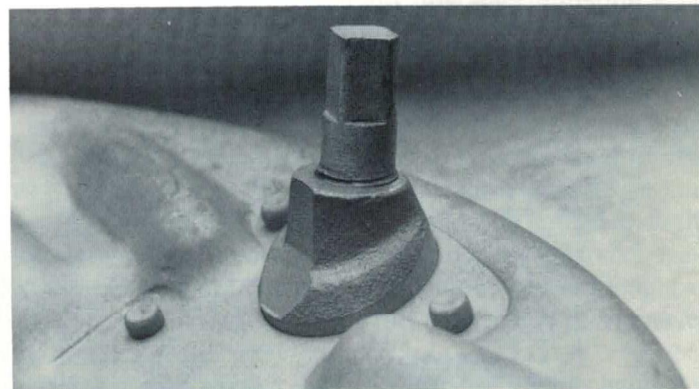


Photo 7.

The next series of three photos are of the changes in the shape of the rear brake camshaft lever on the service brakes. Photo 8 shows a comparison of the three styles that were used during production. On the left of photo 8 is the lever arm used with the E-28 single brake system. Actually, the VERY earliest production had a lever arm that had a single eye on top that accepted a double eye brake rod clevis. Historically, this feature changed early in January of 1928. A drawing of these changes does appear on page 7-3 of the new *Judging Standards*.

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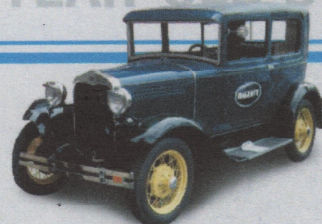
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Hellertown Show - Andy Brandley Photo

Have a good topic for an article? Why not jot it down and send it to the editorial staff for publication? Feel free to send it via snail mail, email, carrier pigeon or telegram.

We are also looking for members to do short tech talks at our meetings on various topics related to Model A Fords. If you are interested, please contact one of our officers to schedule a time.

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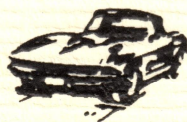
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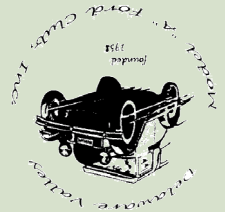


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